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THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

Roger and Debbie Reynoldson (FCA #17188) left Titusville, Florida on July 6th en route to Irving, Texas for the 2021 FCA National Meet. They have sent us the story of their trip in diary form (see page 4), with photos of scenery and memorable moments along their trip. The cover photo, taken in front of the Bible Ministries Breakthrough Church in Fanning Springs, Florida shows their beautiful blue 1962 Falcon Station Wagon.

Carrying through on that them of 1962, on page 22, see some shots from the 1962 Seattle World's Fair and read the story that previews 2000 A.D. Hmmm, some of those predictions may or may not have happened.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

NEXT QUARTERLY PRINT EDITION: OCTOBER 2021

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered digitally and in print, it is essential that we have current email and mailing information for you. The link on the website at falconclub.com which is password protected gives you access to the online magazine. Be sure to use ALL EIGHT CHARACTERS of the password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact Denise at membership@falconclub.com. To place a classified ad, email Janet at editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

The 41st FCA National Meet is a wrap, and it seems to have come and gone quickly. Thank you to Ryan Murphy, chapter President. and the Heart of Texas Chapter for a great time. Lots of fabulous Falcons and a great atmosphere. Full coverage of the Meet will be coming soon.

I want to welcome Danny Barnhouse and Billy Pope to the Board of Directors, and our new Recording Secretary Jennifer Van Antwerp. We look forward to working together. Thanks also to Dick Harrington and Mike Sigler who are stepping down from the Board.

I want to remind everyone that the North East Chapter is hosting their Annual Regional Meet August 20 & 21, 2021 at the Crowne Plaza Hotel, 801 Greenwich Ave., Warwick, RI 02886. Registration forms are available on their website.

Planning is underway for the 42nd FCA National Meet to be held in 2022, somewhere east of the Mississippi and west of the Atlantic Ocean. Steve Springer is heading the effort and will be looking for ideas and assistance as things develop. You can contact Steve by e-mail. Stay alert for further information.

By now you should have received your July printed edition of *The National Falcon News*. Please continue to provide content to our editor for future issues. The next print issue will be in October. The e-magazine will continue on our website each month. And, speaking of our website, we are still looking for a new Webmaster and an Internet Director. If you are skilled in these areas and want to provide service to your club in this area, please let me know.

Finally, I want to acknowledge the people who brought us the recent National Meet. It was no small undertaking in these uncertain times and they are to be commended for their efforts on our behalf. I apologize in advance if I miss someone.

Thanks to: Ryan Murphy, Wally Tirado, Teri and Marissa Anticevich, Jeff and Mary Shira, Billy and Tammy Pope, Steve and Carol Springer, Derrall and Jackie Hubbard, Shannon Bell and Todd Gaudin. Thank you.

I hope you all are enjoying the summer car scene and planning for your next FCA outing. Until next time, be safe and healthy, and keep bringing those young folks along for the ride.

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FALCON NATIONALS ROAD TRIP

BY ROGER REYNOLDSON (FCA #17188)
TITUSVILLE, FLORIDA



July 6 — WE'RE ON OUR WAY



This morning we hopped in the Falcon Leaving Titusville, Florida and headed toward Dallas, Texas to the Falcon Club National Meet. It was cloudy most of the way with light rain off and on. We stopped north of Leesburg, Florida to have coffee with friends, then headed west, staying off the interstate all the way to Enterprise, Alabama. The Falcon performed perfectly with the light rain and the '79 F150 intermittent wipers we installed worked great. The last photo is at the B & B we are staying at in Enterprise.



July 7 — ALABAMA TO LOUISIANA

Today we put 450 miles on the Falcon cruising along US 84 from Enterprise to Alexandria, Louisiana. Most of the trip the weather was nice, but three times we had to turn the wipers on high. Highway 84 is full of beautiful scenery, but sadly also full of examples of tough times for many people. One town in Alabama had placed crosses along the road including a flag, the soldier's name, the war he served in, and his branch of the service, from World War I, World War II, Korea, Vietnam, Iraq, and Afghanistan. It was really touching.



July 8 — TAKING THE BACK ROADS

Last night we had a great evening in Alexandria, staying in a 1940's B & B home. This morning we drove 375 miles to Irving, Texas on back roads. It was a lot of fun—almost like riding a roller coaster, up and down hills mixed in with lots of curves. Speed limit in Texas was 70 on the two-lanes, and 75 on the four-lanes. We didn't take many pictures, because Debbie was just hanging on.



July 9 – SWAP MEET AND LADIES TEA

Today we spent it at the Falcon Nationals where I spent most of my time at the Swap Meet. I found a re-chromed rear bumper there and made a good deal trading our damaged one in on it. I sold a few of my leftover parts we replaced. Debbie spent the afternoon at a Ladies Tea where the theme was “Best Little *****house in Texas. She won a door prize for answering trivia questions correctly about the movie.



July 10–11 – FALCONS AND MORE FALCONS

We enjoyed the Meet in Dallas. Here are a few more pictures of the 130+ Falcons there.



Traveling back to Florida, we stopped at Fort Polk where I spent the winter of 1964–65. Nothing was the same except for the name. After driving around the post we had supper in Leesville at the Wagon Master Steak

House. Talking to the owner, he said his father had built the barracks in 1942 that I lived in the winter of 1964. They are all gone now replaced with buildings with heating and air conditioning. We spotted a 1964 Falcon wagon sitting in a car wash by a used car lot right outside the Post gate.



July 12 — ALMOST HOME

Today we left Fort Polk, Louisiana and 450 miles later found our B & B in Pensacola, Florida. The first 100 miles were on windy, hilly back roads and with light rain, but our intermittent wipers worked perfectly. The rest of the trip they were running on high speed most of the time and we were still guessing what was in front of us. Sometimes we were down to a crawl it was raining so hard. It let up a little when we were going through Mobile, Alabama and Debbie got a couple of shots of the Battleship USS Alabama there. Our host in Pensacola recommended a local Italian restaurant that was a great end to a long day.



The next morning we left for Tampa to pick up our dog who was staying with our son. We stopped at a Loves for cup of coffee 70 miles down the road and heard a strange noise, opened the hood, and discovered the AC Clutch bearing gone. We drove 14 miles to O'Reilly's and waited until noon for a new compressor. At 1:00 we were back on the road. Then, one more stop to replace a head light that a rock took out. Daisy loved riding home in the wagon. The Falcon is now cleaned out and up on her roost.



ELECTRIC FUTURE SHOCK

BY MIKE RYAN

During a May 18 visit to Ford Motor Company's electric vehicle plant in Dearborn, Michigan, President Biden tested Ford's new F-150 (electric) Lightning pickup truck, declaring: "This sucker's quick!" Ford plans to electrify 40 cars by 2022.

"Electrification, you cannot stop it anymore—it's coming," says Elmer Kades, a managing director with the consulting firm AlixPartners. Worldwide, Germany plans to ban the internal combustion engine by 2030, Norway by 2025, India by 2030, General Motors by 2035. Volkswagen wants to electrify 40 vehicles by 2030. And China's Volvo is already making electric vehicles exclusively.

While the future looks bright for electric cars, there are still many challenges ahead; battery durability, slow charging, and the lack of charging stations. The typical lithium-ion battery can only handle a thousand charge cycles and has one major problem: it can catch fire. There is currently about 26,000 electric vehicle charging stations in the U.S. compared to about 111,000 gas stations nationwide. While filling an internal combustion engine takes just a few minutes, a Tesla Model X can take 15 hours to charge after a 30-mile commute, one hour using a Wall Connector.



What's wrong with this picture?

Yes, that's water

Pump-the-brakes! Fears that electric vehicles will replace the gas engine are like saying veggie burgers will replace meat-based hamburgers. It is a fact that electric cars (and plant-based alternatives) are easier on the environment and gaining in popularity. Still, both only make up a small, single-digit percentage of the U.S. population, according to NPD (market research). A Bloomberg study shows that electric vehicles (EVs) currently make up only 3% of car sales worldwide.

Car And Driver, "...electric vehicles are prohibitively expensive today—the battery alone in an electric vehicle can cost \$20,000—and will remain so for some time. If carmakers are going to bet their futures on this technology, they will do so very gradually."

Bill Visnic, editorial director at the Society of Automotive Engineers (SAE), says, "combustion engines really aren't going anywhere for quite some time." Mary Nichols, who heads the California Air Resources Board, agrees: "Internal combustion engines aren't going away. We can't turn them all into planters or sculptures, so I think we're going to have to provide for them to continue to exist." Koei Saga, Toyota's boss of advanced technology (including electric cars), goes further: "In my personal view, I think we will never abandon the internal combustion engine."

In my opinion, the allure of the electric car is intriguing in a science fiction sort of way, and I know they can be ludicrously fast. Still, nothing compares to the guttural sound of a V-8, a four-barrel carb, and a set of headers. Also, for us gear-heads, there's not much tweaking we can do on an electric car. Just for fun, I called the Auto Club and asked what they do when an electric car runs out of battery power. The agent told me they can't jumpstart it, so they have to pick it up and take it to a charging station. (*My laptop battery just ran out.*)

The bottom line, change is inevitable and electric vehicles have made solid inroads. Still, as long as those of us have classic cars, like our Falcons, the American love affair with the (gas engine) automobile will continue.

—Mike Ryan '64 Futura (FCA #17671)

EDITOR NOTE: After receiving Mike Ryan's article on Electric Future Shock (see page 9), I began to do some research about classic vehicles and electric conversion options. Mercury, a New Zealand-based renewable energy company, converted a 1957 Ford Fairlane to run on battery power, and christened it with the witty name "Evie." Two articles, found at thedrive.com, provide a very interesting look at what may be possible with our classics. They also provide additional photos of Evie. For video content, check out YouTube's "Mercury: Evie conversion" and "Mercury: Making of Evie" which tell more about the conversion. Here is one of the articles.

IF ELECTRIC CARS ARE THE FUTURE, WHAT ABOUT OUR CLASSICS?

Is there a future for our beloved classic cars on a potential post-petroleum planet?

BY JAMES GILBOY, thedrive.com, April 19, 2018



Crude oil is a commodity valuable enough to warrant bloodshed, a fact we Americans are all too familiar with by now. As the world's most easily-accessed oil reserves disappear, we reach ever higher for our fruit, extracting oil from tar sands and the sea floor. Our thirst for petroleum products will strain this natural resource to the breaking point, and we may one day find ourselves parched.

Now, I'm not saying the globe's oil reserves are on the brink of drying; I am no petroleum industry expert. Because of our global climate condition, however, I believe we must be prepared for a future independent of oil, regardless of the ramifications it has for our love of old cars. Try as we might to save the Otto cycle, policymakers may push planned bans on the sale of new internal combustion cars down a slippery slope, at the bottom of which we might not find our classic gassers grandfathered in. I am just as disinterested as any car enthusiast in turning my MR2 into a garage ornament, so I welcome any salvation I am offered for my love of driving.

One hope of mine is the option of EV conversion. While my goal is to maintain the Toyota turbo-four heart of my car, the contingency plan is that of battery power, a possibility inspired by Evie, an electric Ford Fairlane, which I spotlighted not long ago. Evie was commissioned by a renewable energy producer, Mercury, based in New Zealand, and is used for promotional purposes. I spoke to Mercury for more information on Evie, such as the car's construction and driving experience, to reassure myself that my worst nightmare—a transplant of an electric motor into my MR2—is maybe not so bad after all.



Between today and the day I may be forced to charge up rather than fill up, battery and EV tech is sure to leap further than I can fathom. But Evie is already not wanting for acceleration. Maximum possible output of the motor is said to be 228 horsepower (170 kilowatts), but output is limited to 148 horsepower (110 kilowatts), to prevent the motor's 391 pound-feet (530 Newton-meters) of torque from lunging the drivetrain—all factory from the torque converter back.

It's not much power for a car that weighs 2.2 tons, but according to acceleration figures given to *The Drive* by Shannon Goldstone, spokesperson for Mercury, Evie is faster than one may expect from numbers alone—and could go faster with upgraded components.

"Because we've kept the integrity of the car intact through the entire conversion, everything is very similar," said Goldstone, "although she's a bit faster off the mark!"

"We haven't undertaken any official testing yet, but we've done some practice runs, and it tends to land between nine and 11 seconds, depending on human response," Goldstone said. "The current Scott Drive [controller] we're using gives us about 50 kWh. If we increased this to the latest version in the works—150 kWh—Evie would theoretically be three times as fast, but with the original gear still in the car, this could cause some issues so we wouldn't do this."

Fast enough to keep up with traffic, but not enough to get you into trouble, just like the car's original engine. But with classic carbureted engine rumble gone, how is the driving experience impacted by the lack of an internal combustion engine? Is it better, or is Evie less refined than when she left the Ford factory?

"The biggest change is that there's no exhaust fumes now; she's driving on 85 percent renewable home-grown electricity rather than imported fossil fuel," Goldstone said.

"Distribution of weight was a big factor in getting her road worthy. She might be a 1957 classic, but she needs to comply with today's braking and steering standards. We ramped up the vacuum pump and regenerative braking to get her there, and she's now about double what is normally required for New Zealand cars, which makes her a safe drive," Goldstone said. "One of the team, who's well-versed in driving classics, has said she actually handles better now, especially in terms of braking, which is often considered a weakness in classic cars."

We don't just love classic cars for how they sound, smell, and feel, though. Foibles develop as a vehicle ages, giving every old car a distinct personality. How much of that has Evie lost after her surgery?

"We think that most the things that make her endearing we've kept, from the original upholstery to the tailpipe, although no dirty fumes come spilling out of that anymore. The bench seating, including the challenge of a larger-framed person sliding in behind the wheel, remains a quirk this car shares with many of her vintage," Goldstone said. "Back seat passengers also don't have the leg room those with modern cars are used to and expect, but the character comes from the wind in your hair with the roof down, and that remains an endearing feature. The mechanics of the roof retracting have been retained and can be seen as a quirk, but also an impressive design feature that still inspires awe as the top lifts and folds back into the trunk—or boot, as we call it in NZ!"

"Personally, I find the new tablet screen that shows all the engine data an endearing trait, such a great coming-together of old school nostalgia and cutting edge technology," Goldstone said.

Even from across the Earth, Evie has me enamored, but what of hardliners? Enthusiasts a generation or two older than I, resistant to seeing a '57 Ford Fairlane converted to run on the devil's power source: Renewable energy?

"We've tested Evie at a few classic car shows already... Into the lion's den, to face her toughest critics! It has been wonderful to see how well-received she's been by classic car enthusiasts. Sure, there are some grumblings about her plugging in rather than filling up, but when people see the car's integrity is intact, this often changes everything," Goldstone said.

"We like to say that all we've really done is given her a longer life by taking out the heart of the car—her engine—which was old, and not original anyway, and given her a new, cleaner heart. We've set this classic up for another 60 years. Most aficionados understand that classics like this face change to keep them on the road and roadworthy, with original parts increasingly hard to come by. Over time, many engines have been pulled out, and newer, more powerful petrol engines added in. This is the next generation of that, it just happens to be electric. In fact, Evie actually has a lot more original parts than a lot of other classics out there!" Goldstone said.

Mercury employees accompanied Evie to one of New Zealand's most prominent classic car meets, Beach Hop, where she electrified (in a good way) onlookers young and old—her previous owner included. Evie made exclamations of "it's the car of the future" more common than whitewall tires at the Hop.

I believe I speak for many when I say that I will resist ridding myself of the oily internal combustion engine that calls my car home, despite Evie's charms. In equal measure, I now have faith in a future for the cars precious to us, even if they will swap a sloshing tank of gasoline for rows of electrolyte-filled batteries. The flame in my heart that burns for petroleum power will never flicker... But my anxieties—which stem from a fear of losing the liberty to drive the car I intend to keep for the rest of my years—are extinguished.

The additional article, "Meet Evie, the Electric '57 Ford Fairlane" can also be found on thedrive.com.

KEEPING YOUR COOL PART 2

BY JOHN PARK

In Part 1 of this article (published in TNFN December 2020), I described my fight in achieving victory over engine overheating. In this concluding part of the story, I am going to describe some issues that I encountered and how to purge air out of the coolant system after a major component change-out. Finally, I'll list a few more ideas that may help to bring the temperature down in your Ford Falcon.

One of the major coolant components that I addressed was the thermostat. Upon removal of the thermostat housing, I discovered that the thermostat had failed. Fortunately, it had "failed safe" and was jammed in the open position. The thermostat housing for my 289 V-8 is cast iron. The original cast iron intake manifold was replaced by an Edelbrock aluminum four barrel one by a previous owner. I noticed some rust in the cast iron thermostat housing and surmised that there may have been some dissimilar metal corrosion that had taken place (Figure 1). I replaced the thermostat housing with a cast aluminum one to keep it all the same material. Another benefit from changing thermostat housing material is that cast iron tends to hold on to heat while aluminum dissipates heat more quickly. An old mechanic's trick I learned from Chris "the Doc" Ingrassia of Operation Mustang (Sorry, there aren't many You Tube videos featuring Falcons; besides a Mustang is a Falcon with different sheet metal) is to drill an 1/8" hole on opposite sides of the thermostat "steeple" (Figure 2). This way, a small amount of coolant and any entrapped air will be allowed to escape past the thermostat while it is still in the closed position. Some thermostats come with a hole or holes already pre-drilled. Another tip given out by the Doc is using interior trim adhesive on the mating surface and gasket of the thermostat housing. You place the thermostat into the housing pocket, steeple side first which should be in the direction of the radiator with the spring side facing the intake manifold. Make sure the thermostat



Figure 1 – Thermostat Housings, cast iron is on the left, note rust and badly deteriorated thermostat lip. Aluminum Housing is on the right.



Figure 2 – Thermostat with two 1/8" holes drilled to act as air bleeds.

bleed holes that you drilled are oriented up and down, vertical, in relation to the thermostat housing. Let the adhesive get tacky and then place the thermostat gasket on the thermostat housing. The gasket now holds the thermostat in place and won't let the thermostat slip down as you position it on the intake manifold. Use a thin bead of gasket sealant specifically designed for use in water pumps and thermostat housings. Tighten the thermostat housing bolts alternately and evenly to prevent it getting cocked to one side.

After conducting a major coolant job like replacing the radiator, thermostat or water pump, the engine coolant system needs to be purged of any trapped air or for lack of a better analogy, it's time to burp the baby. Air bubbles in the engine's coolant system can create erratic temperatures and needs to be removed from the system for optimum cooling. For this operation, you will need a spill free funnel. The spill free funnels usually come with a variety of adapters for the different sized radiator cap openings. Unscrew the radiator cap from a cold engine and attach the proper radiator cap adapter and fittings to the radiator and spill free funnel. Fill the funnel with a 50-50 mix of coolant and water up to the bottom third of the funnel (Figure 3). Because the coolant will expand as the engine warms up, you will want to keep the coolant level low in the funnel to avoid it from over flowing. I keep either a small wax paper cup or a cat food can handy to bail out coolant if it begins to rise too much. You want to get the funnel at the highest point above the engine and radiator. The spill free funnel kit usually comes with extension piping but I've found that parking the vehicle at the end of a driveway gives you sufficient slope to get the funnel at the highest point.

Start the engine and allow it to idle. Take your time and be mindful of the potential of being scalded by hot coolant. Make sure you run the heater to allow coolant to flow through the heater core. Watch the funnel from a safe distance as the engine reaches operating temperature. You will notice air bubbles coming out of the radiator (Figure 4). Carefully bail out coolant using a small cup or can if the coolant starts to rise above the halfway point of the funnel. When the bubbles start to slow down



Figure 3 – Spill Free Funnel positioned on radiator.



Figure 4 – Air bubbles being “burped” out of coolant system while engine idling.

and stop, you may stop the engine. I take a towel and place it over the top of the funnel being careful not to get it caught by the fan prior to shutting down the engine. This way, if the coolant surges, the towel will catch it and it will prevent having hot anti-freeze spray all over the engine compartment. Use the plug in the spill free funnel and remove the funnel from the radiator with any excess coolant (Figure 5). The spill free funnel allows you to drain the excess coolant into a bucket or container for later use.

Here are a few more ideas and suggestions to keep your Falcon running cooler:

- **Aluminum radiator**—One of the better methods of cooling the engine. I'm running an aluminum radiator in another classic Ford that I own and the temperature never cracks over 190 degrees F. You lose the original equipment appearance unless you paint the top of the tank semi-gloss black.
- **Electric Fan**—replace the engine driven one with an electric fan. Not only is an electric fan more efficient you also eliminate the parasitic horsepower loss caused by the mechanical fan. Again, you sacrifice engine originality.
- **Fandom**—speaking of fans, you have several choices. You could run a slightly larger fan, increase the number of blades, or install a flex fan which delivers extra cooling at low RPM's and uses centrifugal force that flattens the blades as the engine speeds up.
- **Fan shroud**—not only does it protect your fingers, hands and articles of clothing from getting caught by a rotating fan, but the fan shroud helps direct air flow through the radiator rather than having air being scattered about.
- **Thermostat**—change the thermostat to a lower temperature. Thermostats come in 160, 180, and 190 degree F settings, which means that the thermostat starts to open at that approximate thermostat temperature rating. I would recommend only using a 160 degree thermostat in the summer or in a dry, temperate climate. At 160, your heater and defroster may work harder in areas where winters are brutal. I would not recommend the old hot rodder's trick of running without a thermostat, you need to regulate the cooling system and this is done by the thermostat.



Figure 5 – Plug placed in spill free funnel. Funnel and excess coolant may be removed from radiator.

- **Flush the radiator and block**—over time, rust and sediment starts to clog the radiator and engine block cooling passages and may need to be cleaned out.
- **A failing water pump** could be a culprit, but when it fails it usually is catastrophic. Warning signs could be coolant leaking from the front of the engine or grinding bearings in the water pump.
- **Feel the heat**—an old timer's trick is to turn on the heater or defroster while driving. This will dissipate some heat from the engine but not the best idea if it's 100 degrees outside.

Having your Ford Falcon overheat is the quickest way to ruin your drive. If not addressed, overheating may cause damage to your engine. Try any of these suggestions in this article and in Part 1. You may have to use a combination of these methods in order to keep your Falcon running cool and keeping your own temperature from becoming fever pitched.

—John Park (FCA #16329)
Golden Gate Chapter

OLD TIME SUMMER VACATION

Summer is upon us and camping has made a comeback in the past few years. In honor of all the classic car lovers, this is a history lesson in vintage cars and campers. Do any of you remember any of these combinations?

Thanks, Eddie Chitwood (FCA # 12736) of Warrensburg, Missouri for providing the information and photos!



1935 Pontiac with Turquoise Canned Ham



1936 Pierce Arrow with Travelodge



1947 Custom Buick Sedanet with Matching Trailer



1949 Studebaker Pickup with Purple Trailer to Match



1951 Hudson Commodore with matching Trailer



1955 Ford Customline Wagon with Shasta Trailer



1952 Buick Riviera Hardtop with Matching Trailer



1956 Ford Ranch Wagon with Teardrop Trailer



1959 Chevrolet Impala Hardtop with Shasta Travel Trailer



1959 Chevrolet El Camino with Shasta Travel Trailer



Pretty Pink Pair 1959 Cadillac Sixty with Shasta Trailer



1962 Ford Cortina with Custom Travel Trailer



And, my favorite, this Lincoln and Ford Falcon are towing Airstreams.

A PAST LOOK AT THE FUTURE, WHICH IS NOW THE PAST

Yes, that is certainly a confusing headline—on purpose. This article was published in the February 1962 issue of *Ford Times* and it is a “Preview of 2000 A.D.” which is now 21 years in the past. As you read it, I hope you will smile at the predictions that did or did not come to happen as they foretold. You’ll probably smile at the concept car of the future that Ford had displayed.



In 1962 many visitors traveled north and west to visit the view of the Seattle World's Fair from the Top of the Needle restaurant. The beauty of the Pacific Northwest is beyond imagination. What better way to explore that beauty than by traveling in a Falcon Squire? Photograph by Ray Krisan

PREVIEW OF 2000 A.D.

BY WARREN O. MAGNUSON
U.S. SENATOR FROM WASHINGTON

Seattle is reaching for tomorrow.

When the annals of the Pacific Northwest are written, 1962 will go down as Seattle's great year. For from April 21 through October 21, the young and lively city on Puget Sound will be hosting the Seattle World's Fair, first to be held in the United States in more than twenty years.

Dropped into a setting of two major mountain ranges (the Cascades and the Olympics), a major salt-water harbor, and two large in-city lakes, will be a gem of a show keyed to the world to come: Century 21 Exposition.

Seattle's fair is a pretty daring enterprise for a city situated in the northwest corner of the United States, surrounded by scenery but not highly populated. When you consider the locale of past world's fairs—Brussels, New York, Chicago, San Francisco—it is an ambitious undertaking.

But Century 21 planners have put together a package which promises to be a unique experience for the eight to ten million expected guests. Taking "Man in the Space Age" as their theme, they have built pavilions to house five Worlds of Century 21, connected by exotic Boulevards of the World, on a seventy-four-acre site just a mile and a quarter from downtown Seattle.

You'll ride to the fair on a high-speed, mass transit Monorail, which will speed silently above Fifth Avenue, carrying ten thousand passengers an hour.

Punctuating the skyline is the six-hundred-foot Space Needle, a tower topped by a revolving restaurant and observation deck, and crowned with a forty-foot natural gas flame. Music from the world's largest carillon will be beamed to a ten-mile radius.



*The Space Needle
rises far above
the fair.*

When you slow down from the Monorail train, or come down (in an eight-hundred-foot-per-minute plastic outside elevator) from the Space Needle, you'll find a daring preview of the year 2000 waiting for you on the fair grounds.

In the U.S. Government Science Exhibit, you can take a simulated ride through space, clear out to distant nebulae, "traveling" hundreds of times the speed of light, in a unique apparatus called a Spacecarium. There, too, you'll see how science is unlocking the doors of the future: conquering space, controlling weather, banishing many diseases.



The Monorail from downtown.

Within another theme pavilion, the Coliseum Century 21, spectators will gather under a single dome to ride a huge, plastic "Bubbleator" to the "floating city" composed of multicolored cubes, where a vistadrama will unfold to show them how they will live, work, and play in the year 2000.

Not everything at the Seattle World's Fair will be keyed to the future. The international exhibits will depict the culture of such countries as Great Britain, Canada, Mexico, Japan, Greece, Yugoslavia, and five of the new African nations. Three major art shows in one—Museum Masterpieces; contemporary art from



The Great Fountain, exhibition buildings, and towers of the Federal Building beyond.

the United States, Europe, and Asia; and a Pacific Northwest Indian art collection—will be displayed in a Fine Arts Pavilion. The Northwest is proud of its coming of age in the worlds of art and music, and both the exhibiting and performing arts are assured a wide audience. To satisfy this interest in the dance, music, and drama for Century 21 Exposition visitors, representatives have been signing performers and troupes from Europe and the Orient.

Washingtonians, like everyone else, expect a fair to be fun, and the Seattle World's Fair with its Gateway will be no exception. But the visitor who comes to Seattle this summer won't want to depart without seeing everything, and there's a lot to see.

The Boeing Airplane Company and the Bremerton Naval Ship yards are only two of the area's key economic bulwarks. The tourist will drive past the first as he enters the city northbound on U.S. 99; a short ferry trip across Puget Sound will land him at the door step of the shipyards.

Seattle's Museum of History and Industry, tucked into a corner of the University of Washington Arboretum, is a storehouse of old time memorabilia. The Hiram Chittenden Locks, among the world's largest, are filled with boats passing from the fresh-water lakes, Union and Washington, into salty Puget Sound. Open-air performances of aquatic shows and musicals are held on summer nights at the Aqua Theater on Green Lake.

From nearly every viewpoint in the city, however, our visitor's eyes will be drawn back to the glittering World's Fair site. And Seattle takes pride in the fact that ninety percent of the buildings for this fair will remain as permanent structures for the Seattle civic center. Unlike other fairs, where only memories remained after the doors closed and buildings were torn down, this one will stand as a tribute to the State of Washington's foresight and endeavor.

FORD AT THE FAIR. In tune with the Century 21 Exposition theme of "Man in the Space Age," the Ford Exhibit at the Seattle Fair will reflect many ways in which the company's engineering, scientific, and research staffs are peering into the future. One example is Ford's new Aeronutronic Division which is engaged in weapon, space, and electronic systems, and advanced electronic products. Be sure to include the Ford exhibit when you go to the Fair.



The Coliseum, designed by Paul Thiry, encloses four city blocks of unobstructed space.



One of a fleet of aerial cars on the Sky Ride passes over a section of the Gayway, a small amusement park.

These photos, taken from old post cards, show the Ford Dome in place at the 1962 Seattle World's Fair. It was located at the west entrance. In honor of Seattle as the fair's host city, the Ford designers came up with a futuristic six-wheeled concept car. Named the Seattle-ite (sounds like "satellite"), it was a centerpiece of the Ford exhibit. While the design played well in that post-Sputnik era, it looks a bit dated and unrealistic today.



Atop the Eye of the Needle, the symbol of the Century 21, Seattle World's Fair, sat a spectacular revolving dining room 500 feet above the ground was reached by elevators at the tower base. While enjoying superb food, diners also view a magnificent panorama of the city, the Cascade Mountains, and Puget Sound through the glare-proof glass walls which surround them. It was open every day 10:00 a.m. to 2:00 a.m.

Barbecued Salmon Scaloppini was a popular entree from the restaurant.

Barbecued Salmon Scaloppini

from the Eye of the Needle Restaurant

For each serving cut 4 very thin slices through backbone of salmon—about 1½ ounces a slice. Marinate them for 2 hours in a good barbecue sauce and grill for 2 minutes on each side. Serve on top of rice pilaf with curry sauce.

Curry Sauce (for 12 portions barbecued salmon)

1 teaspoon butter	2 teaspoons mild curry powder
1 medium-size onion	Salt, to taste
1 medium-size apple	½ medium-size banana
1 clove garlic	1 quart fish stock
½ fresh tomato	½ teaspoon cornstarch
2 teaspoons mild curry powder	1 ounce dry white wine

Melt butter in sauce pan, add onion, apple, garlic, and tomato, all chopped fine. Keep on medium fire for 10 minutes, stirring frequently. Add curry powder, salt, banana, and fish stock. Cook for 1 hour and press through strainer. Bring to boil again and thicken with cornstarch diluted in wine.

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Please see Facebook page, Monterey Bay
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FALCONS FOR SALE

1962 Falcon two-door wagon. Rare two door station wagon body style. 1974 Ford Torino running gear. 250 cu. in. six-cylinder with electronic ignition. New C4 three-speed automatic transmission with cooler. New paint with original Baffin Blue color, white top and black interior. New upholstery, carpet, headliner, door and window handles, windshield, window channels, door and tailgate rubber, gas tank, exhaust, radiator with electric fans, alternator, wiring harness. Updated dash with new electric gauges and new knobs. New ignition switch and door locks. two-speed electric windshield wipers conversion. New electronic stereo radio with front and rear speakers. Rebuilt heater/defroster w/new blower motor. New insulation throughout. 14" wheels and tires with updated brake system. Florida title. \$14,000. Donna, dlcard55@gmail.com or 207-933-7997. ME. 210809



1964 Falcon convertible. 60 V-8, two-speed automatic. Has been restored, body/paint are excellent, fun daily driver! Spent \$24K in restoration. Selling for \$21,995 OBO. Keith, 406-439-0439 (Montana), or keith@mtagc.org for photos and more information, or view Helena Craigslist. MT. 210624

1964 Ford Falcon Sprint convertible. This car is all original and in excellent condition. It is an automatic with 260 engine. It is red with a black convertible top (in very good condition). Recently put in new heater core, front shocks, new carpet, etc. Has 02200 miles. Kept in garage for the 25 years I've had it. I live in Maryland. Contact Norman at 410-596-1116 or norman147@comcast.net. No text. Asking \$17,000. MD. 210602



1965 Ranchero with 4bbl V8 and C4 auto trans. Has extensive body rust but comes with many patch panels and other parts for restoration. Can e-mail complete list of parts upon request. This is a project car but does run well. Front windshield cracked but comes with a new windshield and gasket among other parts. \$4,500. SteveWT324@aol.com.





1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289,

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1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set. 1962-63 hood scoops, good to excellent used condition, \$75-\$200. 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair; 1963 "deluxe" fender spears, (not Futura) three sets, \$95-195 per set. 1962-63 fender top ornaments, restored, \$75-100 per pair. Two 1960-61 Comet dash clusters, nice chrome, original and complete, \$195 each; 1963 Comet dash, needs restored but complete \$100; 1963 Comet/Falcon convertible top bows plus pump (header bow lathes), \$495. Convertible quarter windows, regulators, trim, hardware, inquire for prices. Convertible "belly pan" set up for bucket seats /console, \$295. 1963-65 convertible bucket seats, need complete restoration, \$600. 1960-65 pedal sets, complete w/bracket and hardware, \$195. 1960-65 V-8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200, eight piece set. '63-65 V-8 exhaust manifolds, no cracks \$180 per pair. Five-bolt 14" stock Falcon/Fairlane wheels ('63-'67 style) 14"X5" and one set 14" X 4.5", \$70 each, a set of five for \$325. Late model ('68-'70) five lug 14" X 5" and 14" X 6" also for sale, \$70 each, \$325 per set. Four-bolt 14" X 5" one set of four, \$280. Four-bolt 13" wheels, \$25 each, set of five for \$110. 1960-65 Falcon jacks, restorable, \$100, set of four pieces. '60-65 four-door sedan doors, stripped or complete, no rust, \$100-\$200 each. '60-65 Falcon/Ranchero hoods, over 20 to choose from, \$150-\$350 each; '60-65 Station Wagon tailgate cranks, good used condition, new keys up to NOS, \$250-\$490. 1964-66 Wagon/Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper changeover from vacuum, a set of: motor, mount, wiper transmission, linkage, bezels. \$250; 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working, \$295. One '66-70 trunk lock complete, nice chrome, all attaching parts w/Falcon keys, \$125. '66-67 trunk lid, has a few dings, but solid, \$150. '68-70 LR taillight

surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood, \$300.00; dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg @ Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210821

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August 20–21, 2021
Northeast Regional Meet
Warwick, Rhode Island
Hosted by Northeast Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

AUGUST 2021



August 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 National Friendship Day	2	3	4	5 U.S. Coast Guard Birthday	6	7 Purple Heart Day
8	9	10	11	12	13 International Lefthanders Day	14
15	16	17	18	19	20 NORTHEAST REGIONAL WARWICK, RHODE ISLAND Hosted by Northeast Chapter	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER 2021

THE NATIONAL *Falcon* NEWS
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



September 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2 V-J Day	3	4
5	6 LABOR DAY	7	8	9	10	11 PATRIOT DAY 9/11 REMEMBRANCE
12 Grandparents Day	13	14	15	16 Mexican Independence Day	17 U.S. Constitution Day	18 U.S. Air Force Birthday
19 Talk Like A Pirate Day	20	21	22	23	24	25
26	27	28 Good Neighbor Day	29	30		